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Continization of the Trial of the Two Half-
Breeds.

Walsley, N. W. T., Feb. 7.—The trial of Gaddie and Racette, for murder, was continued to-day.

Wm. H. L. H. swora: Examined by W. Redpath—Lives at Moose Jaw; works in the roundhouse as engine turner; remembers three breeds at the roundhouse that night before Baxter's ponies were stolen—identified Racette as one; could not positively identify Gaddie; one of the breeds resembled him, dressed in a light suit; witness wanted to buy a pony, and the breeder said he had some there and promised to bring them in the morning, but never came. Cross-examined by Johnstone and Second—Witness reaffirmed his evidence, unaltered.

R. W. Baxter, sworn; examined by Mr. Rodpath—Lived at Moose Jaw in the month of May last; left a grey mare, pony, tethered at twenty-three o'clock on May 27th, missed it early on the 28th; found it at Large's, 8 or 9 miles north of Grenfell. Cross-examined by Mr. Johnston his evidence was unaffected.

W. Whiteford, a halfbreed, sworn, examined by Mr. Strong; Lived at Swinburn; Current; going home to Regina last May camped near Baxter's house, had two pointers, a pinto and a black; left them safe at midnight and at three o'clock on the 28th they had disappeared; recovered the black at Regina; has not seen the pinto since.

John Benjamin Davis, sworn-Postmaster at McLean. Saw three breeds at Chisholm's house at McLean on the 29th of May, one in a light suit riding a white pony had a revolver, the second on a pink pony had a gun, the third on a dark pony had a gun, all ponies appeared to have been ridden hard; directed them to Qu'Appell has seen the white pony in the possession of Baxter, of Moose Jaw, who told me was stolen from him; identified Galt

Thomas Spencer gave him evidence, G. Willey saw three breeds at his house on the 29th of May; they stayed two hours identified prisoners; they wanted a revolver and ammunition and to trade a pot for a rifle; they practiced with a revolver and a rifle at a barrel; witness keeps diary and made entry of this. Cross-examined by defense his evidence was unshaken.

Jos. Paisey, an Indian, (Howrie interpreter)—Recognized Racette whom he knew at his teece at Qu'Appelle on the 29th of May at midnight and went to trade saddle but witness declined; traced trail of horses to McLeish's stable, thence going east next morning; there were three horses two a roan and one led.

**The Murderer of Mary Tuplin Sentenced
to Die on the Scaffold on
April 19th.**

Charlottetown, P. E. I., Feb. 9th.—Milman, the murderer of Miss Tuplin, was sentenced to-day to be hanged on April 10th.

HISTORY OF THE CRIME

In the latter part of June last Miss Mary Tuplin, of Margate, suddenly disappeared. She left her home at nine o'clock on Tuesday night and did not return during the night nor on the following day. On Thursday

And Mother of Two Children
Eleven.-A Remarkable Case
in Missouri

St. Joseph, Mo., Feb. 7.—The police this city were called upon to deal with the most wonderful case with which they have ever come in contact. Sunday night a girl who looked not older than thirteen years of age was taken up at the Thurn gate. She was given the lodging, and, yesterday afternoon she stated to the chief of police that she had been deserted by her husband, and that she had come to St. Joseph to look for him. The police were at first disposed to believe the girl's story, but it was then learned that she was telling the truth about her husband and that she had been twice married, and was the mother of two children now deceased, although she is not yet 13 years old. The story is given as reported to the police, as follows: About two years ago she was married in Grundy county, Mo., to Robert Patterson, a boy 17 years of age. She was then ten years of age and both her children were the result of this marriage. Her husband died in the neighborhood of Highland, Mo., and she learned to regard her as a barren woman, and she was compelled to marry John Stevenson, a young man of the neighborhood, of 22 years of age. The last marriage occurred three months ago, and until last Tuesday they lived happily together. Sunday Stevenson damped, leaving her with food or fuel. The little school was closed, and she started in pursuit of her husband. She saw him in Mount City, but he refused to come home. She visited her father, Joseph. She was kindly taken care of, and on Monday she was taken to the Hickory station, Grundy county, where her father resides.

One Who Didn't Decamp

Cincinnati, Ohio., Feb. 8.—John R. D. Camp, vice-president of the Metropolitan bank, was taken to the district attorney's office to day at a quarter past twelve. He is in custody of detectives. His bondsmen, John Carlisle and Albert Netter, had withdrawn and ordered him to be surrendered to the United States authorities. He camp was arrested at the office of his attorney, John Gordon. Having made several futile attempts to secure new bondsmen, he was placed in charge of the United States marshal.

THE FATAL CABLE ROAD

Another Terrible Disaster Owing to Defective Grip.

Kansas City, Mo., Feb. 8. At 3 p. m. tonight a heavily loaded train on the Santa Fe main line, near the crossing of the Union depot, the grading machine from Union depot, the grip brake with automatic brakes failed to act on almost the front. The train was about 300 feet from the bottom and as the grade was about 15 degrees the cars dashed down at a frightful speed, crashing into a loaded train which was waiting at the foot of the incline. The result was the death of 12 persons and the maiming of 25. The living freight at the Union depot and passengers were crowding to the cable road to the hotels. The grip car on the bottom train was full of people, who had no time to escape before the collision occurred. A 56-year-old man was killed and a woman was wounded by flying timbers. The rest of the five descending trains and the grip cars at the stationary one were telescoped and in a flash the air was filled with wreckage and women and men were hurled into the timbers. The awful crash was heard in the crowded depot of the Santa Fe and is elevated about 200 feet above the street and the terror of the moment was recalled by a heavy rain that fell over the city to the street. Men, women and children were crushed and maimed in the wreckage. It is impossible to bring an accurate number of injured. One man was killed, 12 death outright and three others in poor condition. The names of the dead men are not learned. The number of the injured is at least one hundred.

Philadelphia, Feb. 8. The Irish ship, "Albion," Capt. Deane, late of Gloucester, and "Damen," Capt. McKee, under charter to come to Philadelphia from ore for Naylor & Co., of this city, are missing, and the crews of both of the eighty souls are believed to have perished. Early in December the three vessels, in company with the "Albion," which had a charter left the north of England for Philadelphia, where they were to have been seen or heard of. At Liverpool, it is now said, they were spotted as moving on, but have since been sighted no more, so there is little hope for any of the crew. The British steamship "Elph," which had been chartered to take the crew to England at the same time, arrived in England, and reached this port under a fair, experienced nothing but very good weather. A representative of Naylor & Co. said simply they had no telegram from the vessels, only a few letters from London house, which said the

CARBERRY.

The annual meeting of the Carberry school district, held at the school house, was presided over by Wm. McMillan, the secretary. The report of the year's accounts was read and adopted. A resolution was passed to build a new school house on the site of the old one, and a new school house was determined to be built on the site of the old one, as the old one was much too small. The meeting was held at the school house, and was attended by Mr. McMillan, Mr. Montgomerie, and Mr. H. M. Allen. The meeting was held at the school house, and was attended by Mr. McMillan, Mr. Montgomerie, and Mr. H. M. Allen.

OAK LAKE.

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Merchants' Bank

OF CANADA.

Capital.....\$5,799,200
Reserve Fund.....1,700,000

—HEAD OFFICE MONTREAL—

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ROBT. ANDERSON, Esq., Vice-President.
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A general banking business is transacted.

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Four per cent per Annum allowed on
Deposit Receipts until Further Notice.

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All work guaranteed to give satisfac-

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Advice to Mothers.—Are you disturbed at

night and broken of your rest by a sick child

suffering and crying with pain of cutting teeth?
It is sent at once and get a bottle of "Mrs.
Winslow's Soothing Syrup" for Children Teething.
It is value is incalculable. It will relieve the
poor little sufferer immediately. Depend
upon it, mothers; there is no mistake about it.
It cures Dysentery and Diarrhoea, regulates the
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The Young Men's Club, of Marshall Michi-

gan, offer to sell their celebrated Electric-Voice
Belt and other ELECTRIC APPLIANCES on trial
for thirty days, to men (you get only afflicted
with nervous debility, loss of vitality and man-
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TO CONSUMPTIVES.

The undersigned having been restored to

health by simple means, after suffering for
several years, with a severe lung affection, and

Brandon Weekly Mail.

THURSDAY, FEBRUARY 16, 1888

THE THREE JIMMYS.

"Whereas, unmistakable evidence is before the board of a greater state of financial depression in the cities and country generally than existed in the worst days after the lapse of the real estate boom:

They have in Winnipeg what is technically termed a "Board of Trade," run principally by Jimmy Ashdown, Jimmy Brock and Jimmy Steen, whose antics threaten serious injury to the country as a whole, if they are not effectually sat on by the rest of the province. The other day they held a meeting and passed a series of resolutions of which the foregoing is a specimen. That the country yet feels some of the consequences of the boom to one can gain say, and that many of these consequences will linger in the country for years to come is also a statement that cannot be questioned; but that the business people are not, for the most part, on a sound financial footing, and the farmers in general in a fair way to clear themselves from the responsibilities for reckless purchasing in the past, is an unmitigated falsehood, and calculated to cause the country serious loss rather than to aim at an honest representation of the facts. We believe it is a fact that business in Winnipeg, notwithstanding the fact that the resources of the whole country have been drained to bolster it up with railways and other public works, is in a deplorable condition, but that is not the fault of either the country or the profits of its legitimate business pursuits. Winnipeg, as a city, is burdened to death with taxation—booms, farmers, houses, rents and taxation render business in the place almost out of the question. It is crowded full of whole sale (1)—save the mark—houses without sufficient capital, and without the field for trade if they had the capital, to purchase from manufacturers and producers in our load lots, and as a consequence trade with them is light. The most of these wholesale houses purchase from the same firms in Montreal and Toronto and other places in the eastern provinces that reputable retailers in Brandon, the Portage, Virden, etc., purchase from, and because they cannot then make much money out of a limited business and burdened with local taxation, they strain direct them into malicious and lying resolutions. If one half of these agitators would only engage in farming or stock raising, for which their pugnacious instincts pre-eminently qualify them, leaving their capital to the others to enable them to buy properly, we would hear much less about "financial stringency."

If again, these three Jimmys, the Tooley street tailors of Winnipeg, only confined their wails to facts within their knowledge there would be but little cause for complaint, but when they assume the check to extend their grievances over the whole of Manitoba and the Northwest, and then represent to the outside world they are the legitimately constituted mouthpieces for the whole country, the feeling becomes intolerable to any lover of fair play. We know of a fact that scarcely a day passes that one or two drummers from Winnipeg do not arrive here and depart again in disgust, declaring business is stagnant in Brandon, simply because they cannot sell to our business people and this is not because our local dealers are not able to purchase and to pay for their purchases, but because they cannot buy cheap enough from the designated drummers. We venture the statement, and we ask the Winnipeg resolutions to question if they dare, that our local wholesale dealers are selling every day as cheap as the Winnipeg grocers are selling, and that respectable bills of dry goods, clothing and stationery, boots and shoes, drugs, etc., etc., can be bought every day of the year from a dozen stores in Brandon at 10 per cent. above the wholesale quotations of Winnipeg, which is but little more than will cover freight between the two places.

During the week we have made enquiries of the most of our local business houses and the invariable answer was the farmers are paying up satisfactorily and well-informed one grocery firm told us that out of \$6,000 owed by farmers before threshing commenced there was not now \$10 standing on his books. It is the state of affairs in a town so dull Winnipeg drummers can do nothing in, is it not a fair evidence of the creditable standing of the country? Is it not at least proof that the wails of the Winnipeg boomers are altogether uncalled for? To cure the Winnipeg agitation several things are necessary, but the following would go a long distance towards working the wonder: Every railway in the Northwest would have to centre there, through means local to local and western points combined would have to be no greater than through rates to these points. This would enable the wholesalers (2) at the hub to break bulk, and compete with jobbers to the west. Coal from the east and from the west would have to be laid down in Winnipeg several dollars a ton less than at any other point in the country. The Local Legislature would then have to give

Winnipeg five constituencies and have the whole five Cabinet Ministers elected from the hub, and two thirds of the remainder of the legislators should be residents of Winnipeg, elected from outside constituencies. If to this the Dominion Government added an expenditure of five millions a year in Winnipeg, and passed an Act imposing a penalty on any Manitoba merchant outside of Winnipeg who bought a dollar's worth of goods in the eastern provinces, the three Jimmys would hang their heads on the willows for a year or two more, until fresh "grievances" might arise to disturb their majesty equanimity.

A RUBBLE PRICKED.

A gentleman who has for a long time contended in the most positive terms that a railway to the international boundary could not be built by the Province because it would be a railway "extending beyond the boundary," and who has been found to abandon that ground, now holds that such a railway cannot be built because of the provisions of section 121 of the Dominion Railway Act.

The section in question declares "a number of railways, including the C.P.R., to be works for the general advantage of Canada," and provides further that "each and every branch line or railway now or hereafter connecting with or crossing the said line of railway, or any of them, is a work for the general advantage of Canada." The gentleman in question infers that any railway to the international boundary must therefore cease to be one of those public works in connection with which the province may "exclusively" make laws. The argument fails to carry conviction because of the fact that the railway which the Government intend constructing will neither cross nor connect with the Canadian Pacific Railway, the Intercolonial nor the Canada Southern.

The foregoing from the Free Press of Tuesday refers to a section of a letter Mr. Cliffe had in the Call of a few days before, and which appears in today's Mail. As a matter of fact, the writer never contended "in the most positive," or any terms, that "a railway could not be built to the international boundary by the province, because it would be a railway extending beyond the boundary." What he has always contended, and what he now contends, is that while a province may charter and build to the boundary, it cannot operate a road across it without Federal consent. The intention of the Red Riverites is not to build and operate the R.R.V.R. to the boundary, but to run their trains across the boundary, and thus the interposition of Federal interference is justifiable. The Free Press sees the point well enough, but it would not serve Grit interests to acknowledge it. In the case of the extract above, however, the Free Press thoughtlessly lets the cat out of the bag completely, when it says, "the railway which the Government intend constructing for appropriate expression, as the work of construction is evidently designed to remain in hands while the Grit Government remains in power never to be completed." It will neither connect with nor cross the Canadian Pacific Railway. Then all the talk about western connections and relieving the western wheat blockades was so much unqualified falsehood for the purpose of catching western sympathy. All the representations about giving Brandon competition by way of the M. & N.W. was so much Grit misrepresentation for the sake of catching western votes, as the intent on is not to cross the C.P.R. All the talk, too, of building to Portage la Prairie is so much Grit cheek, as the road cannot be extended there without crossing the C.P.R. southwestern branches, and this sending of Engineer Stewart to the Portage to survey a crossing of the Assiniboine is one of the usual Grit sprats to catch a whale. Let our readers note and all note this acknowledgment as it reads.

THE COMPROMISE AND FOUL.

There are some in this city who try to belittle the importance to Brandon of the proposed railway compromise, and it would be well for those to get more light on the subject. In Friday's Call, a correspondent writing from the Souris coal fields says coal is loaded on the farmers' sleighs there at \$2 per ton, and if the Southwestern were extended to the mine, a coal equal to the Galt article, could be laid down in Winnipeg at \$1 a ton. Then it could be laid down here for less money; but say \$1, and see what it means for Brandon. Allowing every five people to constitute a household, and each house to use two stoves five months in the year, with 200 extra stoves for stores, offices, etc., it means 1200 stoves, and supposing each consumed but a ton a month—which is a low estimate—it means 6000 tons a year. With a saving of \$5 a ton, this means \$30,000 a year to Brandon alone, to say nothing of the benefit to farmers along the proposed route. When we ask, would Brandon derive a corresponding benefit from the R.R.V.R. built to Fort Rouge. If built to that point and no farther, which is just what the Winnipeg people want, it would concentrate the whole jobbing business of the country in Winnipeg, and very soon wipe out the grocery trade the Hon. James Allan Smart is endeavoring to establish in this city. But this is not all. If we had cheaper fuel here, wages would be lower, and the expenses of running any manufacturing business would be much lower, which would give an impetus to industries in the place to an extent it is hard to estimate. Let us, for the sake of argument, continue the comparison further; let us see what this cheapening of fuel would mean to even kicking Winnipeg. Supposing that city to be eight times the size of Brandon, its benefits from the reduced price of coal would be eight times those of this city, or \$240,000 a year. When we ask Winnipeg again, would it derive equal benefits from the construction of the R.R.V.R. Would the advantages Jimmy Ashdown might receive on the reduced freights on pots and kettles be a full equivalent for the people of that city? But the inhabitants of the whole of Southern Manitoba contiguous to the south-western branches, embracing one-half of the population of the country, want cheap fuel as well as Brandon, and they would get it by the extension of the roads referred to in the compromise, while no one outside of Winnipeg would derive any benefit from the construction of the R.R.V.R. to that city only. Even the people living along the line of the Northwest Central as well as those to the south of us want cheap fuel, and it could be sent for 100 miles west of this, or farther, for \$5 a ton, so a connection with these mines means money for all Manitoba, while the R.R.V.R. means competition of a doubtful character for Winnipeg only.

Even Mr. Daubney, at Deloraine, has adopted the kicking spirit so general throughout Manitoba, and his paper, the Times, is opposed to the principle of compromise enunciated by the Brandon Association. He says the interests of the country require the abolition of the C.P.R.'s monopoly; that it is causing a loss of 2 or 3 cents a bushel on all the wheat in the country. He goes on to say if the Company be entitled to compensation for the abolition of monopoly, they should have it, but we want no compromise on the question. We admit the interests of the country call for the abolition of monopoly, chiefly because of the fever heat to which sentiment has been worked by Grit politicians and others who have ends to serve; but that it is causing a loss to the farmers of 2 or 3 cents a bushel on wheat is a statement we defy the writer to prove. As the Northern Pacific is charging precisely the same rates from St. Vincent to Duluth as the C.P.R. is charging from Emerson to Port Arthur, while the price at Duluth is at least 6 cents higher than it is at Port Arthur, is positive proof that the C.P.R. rates are not the cause of the present low prices in Manitoba. Supposing, again, the Company's monopoly were abolished, and the R.R.V.R. and all its much talked of connections were built, which is a very sweeping promise, we would like to know how that would alter the price of wheat at Deloraine. To give competition to the C.P.R. at all points its main line and branches would have to be paralleled, and how Gritism is going to accomplish all this for Manitoba we are unable to understand, even if the Deloraine paper sees through it clearly. We have no idea that so long a time as Grit systems in Manitoba the party doing the country be perverted sentiment will ever be still. A purchase of the monopoly, which promises, all things being considered, to be a cure for it in this instance, is highly desirable, but it remains for our southern friends to show how it can be done. To expend more Federal money for such an end would require the consent of the majority of the House of Commons, and if the Times can show how that majority can be induced to vote what the C.P.R. may ask, he will solve the great problem. May not the Times' opposition be traced to a little fishiness nearer home? May it not be a fact that the Times is opposed to the extension of the Southwestern westerly, knowing such extension must result in injury to the trade of Deloraine, as much of the business now done there would then be done at a point farther west? The fact of the matter is, this whole country is dotted with communities, classes and individuals with selfish ends to serve,—all antagonistic one to another and the Federal Government is ensnared, because it is unable to do what the face of nature cannot do—adopt general legislation that will serve all ends. No, the Times at Deloraine knows the Conservative platform embraces the extension of railways that would for the time damage the trade of that place, and it is bound to oppose it in consequence, though it means the relief of thousands of others who can be relieved in no other way.

The Grits of Manitoba are very positive, externally at least, as to the construction of the R.R.V.R. They seem to forget, however, they have not an Act on their Statute books to enable them to expropriate lands for its right of way. They will pass an Act for the purpose, however, and it will be disallowed; they will call the House together to re-enact it again, and it will be disallowed after re-establishment; and thus the child's play will go on. How does any sensible man believe a road can be operated in this way, stopped two or three times a year by legal process for three or four months at a time? The best thing the Local Government can do, brave and all as it is, from its Gritty fortification is enter into negotiations with the Federal Government and the C.P.R. with a view to purchasing the C.P.R.'s monopoly in the whole province, the cessation to take place at some date agreed on, if such purchase is preferable to strengthening the C.P.R.'s hands to enable it to do the business of the country at rates that may be considered reasonable to all parties interested.

The Conservatives of this province are now enjoying the consequences of supporting the late Norquay Government as a Conservative administration, as the Mail two, three and four years ago said they would. When the Mackenzie government was in power at Ottawa, Mr. Norquay did everything he could to keep it there in championing Mr. Laxton as a candidate for Manitoba in 1878. This is one of the Conservative members of that Cabinet, C. P. Brown—now, the second member of the administration, has thrown in his lot with Thomas Greenway and henceforth desires to be marked as a Greenwayite. This is the second member of the Norquay Conservative Government. Mr. Hamilton, who has made arrangements for shaking Manitoba dust off his feet and going into a law business in St. Paul, while a resident of St. Catherine's, and before coming to this country, was always a chief officer in the Grit association there, and his leaving Canada after he sank Manitoba in a dirty mudle is proof he is a Grit still. No Conservative would do the like. This is the record of three out of five who were always held up as a Conservative administration. We repeat, they were never Conservatives, and the mistake of the party was in recognizing them as such. It should teach the party to put their faith on men who are not tried, able and conscientious party men. It is right and proper to give every encouragement to those who desire to join our ranks, but they should not be entrusted with the highest responsibilities over the heads of others until they become tried men, and are known to possess the necessary abilities for those responsibilities.

That acute and accurate reasoner, the Brandon Sun, in an endeavor to belittle the importance of the concessions in the Conservative compromise resolutions, says:

"A system of dams and other devices is proposed. We don't confound to be up in this sort of navigation, but we are bound to believe these would be as useless as any dams ever heard of. It's too bad that nature is so perverse as to go and freeze up the rivers just when they might be used to move the crops. But it is to be hoped that plans may be devised by which explosives may be used to overcome the perverseness of nature."

Now, every sensible Manitoban knows that in every scheme yet proposed to remove the wheat crop of this country, the delivery in England the year it was produced was never dreamt of. Supposing the C.P.R.'s facilities were increased, they would only result in the storage of the crop at Port Arthur until the following spring, as American western products, with all their local competing roads, are stored at Duluth, Chicago, etc. Supposing, again, the Hudson's Bay route were opened up—which may regard as the only salvation of this country—the crop of any given year could be taken no farther than the Bay that fall; it would have to lie in elevators there till the opening of navigation next spring. Experience proves that in any event railway haulage in winter is altogether too expensive to make prices to the consumer. If, then, the Assiniboine were made navigable, it would be nothing out of the regular course to have grain stored along its banks in elevators in the fall for shipment next spring. The blasting process alluded to, then, in such an original humorous vein is not at all necessary and no one but a "blasting fool" would allude to it.

If Greenway and all that pack are really in earnest in their declarations they will cross the boundary and that such a railway is necessary to relieve the wide spread ruin said to be imminent in Southern Manitoba because of the wheat blockade, why do they not take the iron rails belonging to the R.R.V.R., relay that piece of road between Rosenfeldt and West Lynne, and operate it with the cars leased to the M. & N.W. R. A few thousand dollars would cover the expense and the bonding facilities asked for could not be refused. Of course, there are a few technicalities in the way, but a government that promises to surmount all the technicalities in the way of the R.R.V.R. should not be scared by a few trifles that may be great in the other instance.

Some of the Local Government officials are wondering "what the new Grit Government is going to do about it." Our opinion is simply this. There will be but few, if any, dismissals made until after the general elections are over, and if the Government is then sustained, the public may look out for "wigs on the green in every direction." To dismiss wholesale now would only arouse public sentiment against the government at the general elections, which they will endeavor to obviate, and the more especially as they are aware their new appointments could have no permanency if a change of government took place. If, however, Gritism is sustained in the coming elections, dismissals will take place in every direction, as there are too many hangers-on to have matters otherwise.

This Brandon Sun:

"It must bother the average Tory who has made up his mind to follow the party on strict party principles to keep track of the membership of the leaders."

Supposing, for instance, they follow the tracks of Tom Greenway from 1872, supporting Sir John, then turning traitor on all past records, and now a flaming Grit.

This Brandon Sun:

"It is said that Mr. Kirchhoff has committed himself to the 'compromise movement'."

Yes; and the Hon. James Allan Smart will wish he had "committed" himself to it before he is many moons older.

The local Grit print says:

"Some time since some individuals of this city who are pressing for the building of the Southwestern, were the same who opposed the building of the Red River Valley railway, because it would assist Winnipeg and injure Brandon. Anyone acquainted with the direction that the Southwestern is running will readily understand that the building of that road will not materially assist Brandon. But there is no accounting for the vagaries of some people."

Now, what we want to know is this: Does or does not the local Grit print want to see the Southwestern extended? And would or would not the Brandon Grits rather see the building of the Red River Valley railway, because it would assist Winnipeg and injure Brandon. Anyone acquainted with the direction that the Southwestern is running will readily understand that the building of that road will not materially assist Brandon. But there is no accounting for the vagaries of some people."

Robinson thinks it was a great indifference on the part of Mr. Caldwell to have introduced anti-Norquay resolutions at the Conservative mass meeting, and suggests that in future that gentleman should consult more mature judgment in these matters. Does not the whole Conservative party feel flattered by such a stroke of "scholarship," when they—and not Mr. Caldwell—were responsible for the passage of the resolution referred to. A year ago Robinson declared that C. P. Brown, who is now Greenway's right hand man, was a better Conservative than Norquay, but doubtless the printing of the Public Accounts in Robinson's office at the present moment, explains the change of sentiment fairly.

After quoting an extract from last week's Mail on the Conservative leadership the Winnipeg Sun says:

"How would C. Cliffe do for a leader? We feel confident that only the master majority of the Brandon editor predicted the naming of the man who in his opinion, is best fitted to control the destinies of the province."

Well, if C. Cliffe had been the leader of the party the past year, the province would have seen the millions of dollars expended on the railroads between West Lynne and Port Arthur, the R.R.V.R., and so much of the laughing stock of half the world besides. Does the Winnipeg Peck still understand this?

A Petition

To the President and Directors of the Canadian Pacific Railway and to the Honorable the Minister of Railways.

The petition of the undersigned resident ratepayers of the Municipality of Glenwood, Oakland, Whitewater and Brooksworth as follows:

1. That your petitioners are all residents of the Souris Valley, living at distances of not less than twenty miles from the nearest point in the existing system of railways in Manitoba.

2. That the majority of your petitioners, settled upon their farms, are the only standing through representatives of the railway, and are the only ones who are not being carried out, we have met with great disappointments and loss.

3. That we have been residents of this locality for at least six years, and during such time have had great difficulty to contend with in marketing our crops, many of us, until two years ago, having to team our grain 50 to 60 miles.

4. That, owing to the large yield of grain during the past season, the demand from market and the difficulty experienced in threshing the same, before we were upon us, we have not yet been able to market our grain, and we do not expect to be able to market the balance of our crop of 1887 until after seeding this year, thus being put to trouble and expense in realizing their fur.

5. That the supply of wood, which has hitherto been our fuel, is now exhausted, and we have been compelled during the past winter in many instances to cut up and burn outbuildings or burn coal from Brandon or other points on the main line of the C.P.R. at great expense, the price paid for the same being entirely beyond our means, and thus a fuel famine stare us in the face.

6. That the only way to remove the difficulties which attend the marketing of grain and supplying us with fuel at prices within our means, is to extend, build and operate the projected branches of the C.P.R. to the point where the relief is afforded, and we will be compelled to curtail our farming operations to such an extent that farming at a profit will be impossible.

Your petitioners therefore pray:

1. That the Canadian Pacific Railway be immediately commenced to build and operate in 1888 the Souris branch from Brandon south-westerly to the coal fields, and extend the Glenboro branch of the Manitoba and Southwestern Columbia railway at least twenty miles westward.

The Northwest District of the province, consisting of the Counties of Dumfries, Simcoe, Lake and Russell, and the Municipalities of Stratford, Brantford, and Whitehead, has been assigned to J. H. Spring as school inspector.

The Organism of Virden are talking of erecting a hall on their lot in the new village.

CHANGE OF BUSINESS!

20 PER CENT. DISCOUNT!

AND WHOLESALE COST SALE.

C. E. Miller & Co. and James Paisley

Have agreed to unite their stores by archway and form a new firm, the change to take effect about the 1st of February. In order to reduce their duplicate Dry Goods Stocks before forming a partnership they will BEGIN ON THURSDAY, JANUARY 12TH A 20 PER CENT. DISCOUNT and actual Wholesale Cost Sale to continue until the taking of stock on Feb. 1st.

For particulars see Small Bills.

C. E. MILLER & Co. - - - JAMES PAISLEY.

ROSSER AVENUE, BRANDON.

IN THE GRANARY.

We all know what a bother it is to take grain from a bin in the usual way, especially if the bin be a high one, or if it be one-half emptied of its contents, in which case one must hang across the sharp edge of a board, with his head down and heels up, in immediate danger of an attack of vertigo or something like it. If bags are to be filled, one must get into the grain with a scoop, and another hold bag outside. Now, if the front board on a bin be made to slide, or be hung on hinges, the work is much easier of accomplishment. This may be opened, the scoop used on the floor reaching into the bin under the second board and much awkward work avoided. It is better yet to have a long box—the length of the bin front—attached to the foot of the bin on the outside, and open into the bin its full size. The front board of this box, which also serves as a step when emptying grain into the bin, should be hung on hinges as before described, and opened, used and closed in the same way. No matter how full the bin the pressure will never be so great into the box as to prevent closing the front.

HOW TO TEST SEEDS.

The Ontario Agricultural college has issued a bulletin on the subject, of which the following are extracts:

Place one hundred seeds between sheets of blotting paper laid on sand, and keep the paper damp in a place where the temperature is about 70 to 80 degrees Fahrenheit. The number of seeds germinating will indicate the percentage good.

Place the seed on a piece of flannel in a saucer, with sufficient water to moisten it thoroughly. After scattering the seeds—100 on the flannel, put a piece of damp blotting-paper over the whole and place in a warm room. Keep it continually damp, and in a short time the seed will germinate; the number sprouting will be the percentage of good seeds.

For examining seeds as to purity, scatter them on a piece of sack, sand, board, and the foreign grains are readily observed, if a good collection of seeds, true to their kind is kept for comparison, the impurities can be easily identified. Here follow the results of several tests in the germination, but the following have been drawn from them (over the ground, as far as practical results are concerned):

1. Age has a marked effect on the vitality of certain seeds.

2. Many seeds have lost much of their vitality from exposure to frost or other causes.

BREEDING NOTES.

A Western breeder thinks the crossing of heavy draught stallions on the small mares of the range is too violent, producing a horse not large enough for draft purposes, and too clumsy for saddle.

Care up your stallions during the winter season, as they do wild animals, and it will not be long until they will become as ferocious and as vicious as any of the birds of prey. Constant supervision and companionship are necessary to keep any stallion docile and tractable.

When the colt comes to the stable it should be broken to the halter. A good plan is to put a halter on it and the good side of the mother. When it gets used to this, lead the mare away and then lead the colt after her. In this way it will soon follow with the halter on and then lead the colt after her. In this way it will soon follow with the halter on and then lead the colt after her.

Like produce like, if the mare is light-bodied or has a thin narrow chest, or is in any way defective, select a heavy bone horse or one that possesses greater strength or better points in that respect. But to insure much certainty as to what you would have, the mare and horse should be as nearly the type desired as possible, though not relatives. The offspring of in-breeding are generally of feeble constitution. Therefore, it is unsafe to breed thus, and safety and certainty should be the motto of the breeder.

The Calistogian gives its warmest endorsement to this prescription: If you have a horse that is in the habit of kicking, put him in a narrow stall that has both sides thickly padded. Suspend a sack filled with hay or straw so that it will strike his heels, and let the horse and sack fight it out. Be sure to have things arranged so that the horse cannot hurt himself. The sack will be victorious every time, and in the end the horse will absolutely refuse to kick the sack or anything else.

AN IMPROVED WIRE FENCE.

An improvement in the construction of wire fences has been adopted by W. W. Kich, of Lyon county, Minn., which has proven very effective in the prevention of injury to stock. The Watertown, Dak. Public Opinion says:—He simply uses the ordinary smooth wire, which he stretches on the inside of his pastures at the top of the posts, and then uses as many barb wires as may be necessary below and on the outside of the posts; thus the smooth wire at the top protects the beast which accidentally comes in contact with it, from being cut by the barbs, which still are there to terrify unruly stock. Not a single animal has ever been injured in any pasture fenced by this plan, while on neighboring farms, fenced in the ordinary way, much valuable stock has been ruined.

The Fishery Conference.

Washington, Feb. 8.—The fishery conference was in session two hours this afternoon and will meet again tomorrow. There is possibility of final adjournment Saturday next, but the probabilities are that most of next week will be devoted to certain detail discussions. The United Press is assured tonight by one in authority that the dispatches in the afternoon papers indicating Chamberlain's position are simply speculation and bear no relation to the real facts. After final adjournment the conference may determine to accept public opinion, but those best informed believe that the first indication of the progress of the conference will come from either London or Ottawa, after the reports of the representatives shall have been delivered to their respective Governments.

To the South Train.

Several Persons Injured in an Accident on the St. P. M. & M.—Wednesday's Dispatch.

Clarke, Minn., Feb. 10.—The regular Manitoba passenger train going north was wrecked here yesterday through a broken rail on an engine wheel. Mrs. Brenna, of Crookston, and Henry Gast, of Milwaukee, sustained possibly fatal injuries, and a dozen others were severely bruised. As the cold was in use, the emergency being 40 below, the wrecked passengers suffered very severely.

A dispatch says that four or five persons were injured, but none seriously.

WEDNESDAY'S ACCIDENT.

Plumber Press: Senator Henry Keller, of Sauk Centre, told the simple story of what happened. He said: "A narrow escape from death," to a party of interested listeners yesterday afternoon. It was the mishap that befell the south-bound passenger on the Manitoba, between Sauk Centre and Melrose, at two o'clock yesterday morning, that the Senator renewed. He said: "The accident occurred about six miles this side of Sauk Centre, and was the result of a broken rail. The train was running along smoothly, when suddenly the car that I was in left the rails and went bumping over the ties, and then turned on its side in a snow bank. The sleeper, which remained attached to our car, also turned on its side, but the locomotive and baggage car remained on the track. The train was torn up for several feet. No person was injured in the slightest degree."

Albert Garque, Felix James, Antonio Blance and an old woman, name unknown, have been frozen to death near Brownsville, Tex.

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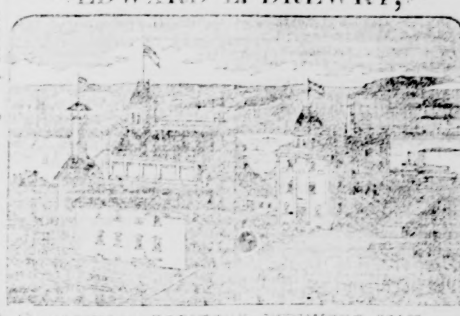
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